

[PRICE \$24 PER VOLUME]

INTERNATIONALS

THEATRE  ROYAL
CITY HALL, HONGKONG.
MANAGED BY: PEMBERTON W. WILLARD.
PATRON: HIS EXCELLENCY SIR GEO.
F. BOWEN, C.M.G.
ANOTHER GIGANTIC SUCCESS,
"OLIVETTE".
Acknowledged by the audience to be the
most perfect production ever witnessed here.
THE EMILIE MELVILLE OPERA
COMPANY.
PROPRIETOR: GEORGE G. VERDI,
THIS (TUESDAY) EVENING,
the 14th September, 1855.
FIRST TIME IN HONGKONG OF
VON SUPPE'S Great Masterpiece

POWERFUL CAST AS UNDER.

DOCCACCIO (The Salfist).	SHO-G. VERDI.
RONZATO (his friend)	Mr. R. DE BRUZZI.
ENZO PIETRO	Mr. W. WALSHS.
PAZZA	Mr. F. SAUNDERS.
GIANNI	Mr. J. VALLEY.
TOFTENTRIGH (the Cooper)	Mr. F. M. PAGE.
ARBUCCO (a Beggar)	Mr. C. D. TAYLOR.
AMBERTO-COCCO (a Grocer)	Mr. P. W. WILLARD.
MISS ARBUCCO	
ABELLA (Toftentring's wife)	Miss A. HERNFORD.
GRONELLA (Lambertuccio's wife)	Miss A. VERNIE.
LAMBIE	Mr. BURLINGTON.

AND

LAMETTA. MISS EMILIE MELVILLE.

COOPERS, CITIZENS, & BEGGARS.

THE THEATRE OF THE NEW SCENERY AND EFFECTS.

Notice is hereby given that the **PRIZE OF ADMITION**—
 Press Circle and Subscribers—
 Pit—
 Doors open at 8.30. Commence at 9.
 Hongkong, 14th September, 1885.

TENDERS
 TENDERS for bringing off the Danish
 S. S. "EXPEDITION" on or before the
 15th instant, at the Office of the Under-
 signed, who do not bind themselves to accept the
 lowest or any Tenders.
 For Further particulars, apply to
 ARNHOLD, KARRBERG & Co.,
 Agents
 Hongkong, 15th September, 1885.

NOTICE.
 THE Business hitherto carried on in Hong-
 kong in the name of **HABEE HAMED**
 & **ABEE ESSACK** will be from this date
 carried on in the name of **ABEE ESSACK**

HAJEE ESSACK & Co as also the BUSINESS
 carried on in Bombay in the name of HAJEE
 ESSACK ELLIAS has been to be carried in
 the name of HAJEE ESSACK ELLIAS &
 Co.
 HAJEE HAMED HAJEE ESSACK.
 Hongkong, 14th September, 1885. [1675
 DOUGLAS STEAMSHIP COMPANY,
 LIMITED.
 FOR SWATOW, AMOY, AND TAMSUI.
 THE Company's Chartered Steamship

"AMATISTA".
 Captain Hamlin, will be despatched for the above
 ports TO-MORROW, the 16th instant, at
 1 1/2 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & Co.,
 General Managers.
 Hongkong, 14th September, 1885. [1870
 FOR HAIPHONG (DIRECT).
 THE Steamship

"TRIUMPH,"
Captain Schultdt. will be despatched for the above
port on THURSDAY, the 17th instant, at
DAYLIGHT.
For Freight or Passage, apply to
A. R. MARTY,
Wharves, 15th September 1898. J1672

FOR SINGAPORE
THE Steamship
"HARTER,"
Captain Grandin, will be despatched for the
above Port on SATURDAY, the 19th instant.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 14th September, 1885: [1671
OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"PRIAM."
Captain Butler, will be despatched as above
SATURDAY, the 19th instant.
For Freight or Passage, apply to
-BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th September, 1885. [1592
THE "GIBB" LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE,
VIA FOOTHOW.
Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
NEW ZEALAND.
THE British Steamer
"SUEZ."
Captain W. M. Dodd, will be despatched as
above on SUNDAY, the 20th inst, at DAY-
LIGHT, instead of as previously notified.

FOR A Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Managers.
 Hongkong, 15th September, 1835. [1678]

"SHIRE" LINE OF STEAMERS.
FOR LONDON AND HAMBURG, VIA

SUEZ CANAL.
 (Taking Cargo at through rates for New York).
 THE Steamship
 "MERIONETHSHIRE,"
 J. Dutton, Commander, will be despatched for
 the above Ports on or about the 20th instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
 Agents.
 Hongkong, 15th September, 1885. 11326

AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.

TEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN, SUEZ,
PORT SAID, AND TRIESTE.
Taking Cargo at through rates to CALCUTTA,
PERSIAN GULF, BLACK SEA, LEVANT &
ADRIATIC PORTS).

"ORION."

Captain S. Mersa, will be despatched as above
the 29th instant, at Noon.

For Further Particulars regarding Freight
and Passage apply to the Agency of the Com.

O. BACHRACH,
 Agent.
 Hongkong, 15th September, 1885. [1673
 THE PUNJOM AND SUNGHIE DUA
 SAMANTAN MINING COMPANY,

WANTED--A SECRETARY for the
above COMPANY. Applications to be
made by letter to the Undersigned.
F. H. O. WILSON.
Secretary pro tem.

SEPTEMBER 1982

NOTICE.

A. S. WATSON & CO.
FAMILY AND DISPENSARY
CHEMISTS,
By Appointment to His Excellency the Governor and His Royal Highness the Duke of Edinburgh.
WHOLESALE AND RETAIL DRUGGISTS,
PATENT MEDICINE VENDORS,
DRUGGISTS, SYDNEY, N.S.W.
And
SEAL-TAG MAKERS.
SHIPS' MEDICINE CHESTS RE-FITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson & Co., or HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.
All letters for publication should be written on one side of the paper only.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until cancelled.
Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour they will not be supplied.

The Daily Press.

HONGKONG, SEPTEMBER 15th, 1896.

In a few weeks more the session of the Legislative Council will open. One of the subjects which we trust will engage the attention of our local Parliament is that of direct telegraphic communication between this colony and Singapore. That any immediate practical result will be attained we are hardly sanguine enough to expect, but this is precisely one of those questions which require a good deal of "padding away at" before a satisfactory settlement is attained. Because war with Russia has for the time being averted the matter ought not to be allowed to sink into oblivion. No one knows how soon the next war may arise. Our care in the meantime ought to be that when it does come it shall not find us unprepared. It is in times of peace that arrangements for repelling attack should be perfected. There is a tendency to defer these until the emergency appears imminent, and then the difficulties are increased a thousand-fold. Let us suppose, for argument's sake, that the late difficulty with Russia had eventuated in war, and let us suppose, also, that the home Government had recognized the soundness of Hongkong's representation as to direct telegraphic communication between this colony and Singapore; it is extremely problematical whether the cable could have been completed between the time when, in the hypothetical case we have put forward, war might have been declared and the time when the necessity for direct communication might have been forcibly demonstrated. It is, therefore, the duty of the unofficial Members of Council to do their best to see that the next war when it arrives does not find us in the same state of unpreparedness in this respect as the last. It is satisfactory to note that this question of direct telegraphic communication is not being lost sight of by the Australian colonies. What is wanted, we read in a home paper, is "an alternative line to Australia by the Cape of Good Hope and Mauritius, as it is felt that in case of war with Russia the Suez Canal and Red Sea cable would certainly be cut." Let us say rather that an attempt would be made to cut the Red Sea cable, for we trust our fleet would be able to maintain such an effective watch on the enemy's ships as to give them no chance of fishing it up, but none the less—prudence demands that we should be prepared in the event of the attempt proving successful. The cable, referring to the proposed alternative Australian line, says:—"Once again hardly helping that with the growth of the colonies there is a very decided increase in their attachment to the mother country, as if their augmented wealth and expanding trade led them to place more value than ever on the Imperial connection, instead of giving rise to aspirations after independence. The establishment and secure maintenance of cheap telegraphic communication between England and her colonies is indispensable for the good government of the empire, and is the nearest possible approach to the material accomplishment of Imperial unity." The alternative line to Australia would mean also an alternative line to Hongkong and India, for in the event of the Red Sea cable being cut messages could then be sent to Australia to Singapore and thence to India, or to this colony as the case might be. But after a Hongkong message has arrived at Singapore it is still liable to interception by reason of the cable's touching French territory at Cape St. James. In the event of war with France the existing communication would be severed as a matter of course. It is difficult to conceive how the Admiralty could fail to recognise the paramount importance of direct communication between the two colonies, but, as our readers will remember, it was this department of the Imperial Government that pronounced against the scheme. Had the verdict of the Admiralty been different there is little doubt the scheme would have been approved, as, from the remarks of Lord Dunsay on the subject in the House of Lords on the 14th April last, the Government as a whole was rather favourably disposed towards it, or were at least not unfavourable; nothing, therefore, that can be done in the way of representation and agitation to convert this obstructive department of the Government ought to be left undone. Hitherto cable laying has been conducted on purely commercial principles, and it is to the interests of the proprietors that the lines should touch at as many points as possible when there is traffic to be obtained, irrespective of whether these points be on British territory or not, but Imperial interests demand that the telegraphic communication of the Empire should be placed entirely beyond the control of foreign powers.

but we are not at all surprised to hear that he has done so. To the soldier's mind, this would naturally be the simplest and most straightforward way of getting out of a difficulty which seems otherwise inextricable. The substitution of one puppet monarch for another, in the anarchic condition of the country, and in presence of the common hatred of the French felt by the whole body of the Annamite mandarins, seems a rather hopeless experiment. Yet this, apparently, is what the French Ministry considers the best course to adopt. General de Courcier is not to ascend the country to France, but, if necessary, he may dethrone the young King Ham-nam. Though the Reuters' telegram does not state this in so many words, the inference is that if the present King (whose accession is controlled by Regents) proves intractable, a successor to him must be found who will prove more pliant. But the French Government, like the British Government in many instances in the colonies, appears to have little appreciation of the actual position of affairs in Annam. It matters little what price is placed on the throne at Hue so long as the scheming mandarins are free to conspire against French authority in secret, and to carry on a war of extermination against the Christians. A King selected by the French General or Resident is not likely to have much influence over the native officials, even if he had the desire to exercise it in favour of France. The French Government do not realise the situation; they cannot put themselves in General de Courcier's place, and they will not see with his eyes. The truth is the French entered upon their colonial enterprises with a light heart, believing that the cost would not be great or the difficulties many. They held the Hovas and the Annamites cheaply, and believed that a few thousand French troops could march both through Madagascar and Tongue; that the French Generals, emanating the victory of Juvigny over PEARRE, would merely have to go, see, and conquer. Now, however, that the Government finds its colonial schemes are involving France in serious war, the end of which cannot be described, and the cost of which cannot be estimated, when disaster following disaster is creating impatience and disgust in the minds of the French nation, who like to pay for results and are impatient of failures; they hesitate to carry their policy to its logical conclusion. Affairs in Annam have clearly reached a crisis, in which unwavering firmness is vital to the future success of French projects in Indo-China. The Annamite mandarins have obviously thrown down the gauntlet to France, and the only answer that the French Government seem inclined to make is half-measures. Unless they are prepared to energetically support their agents and commanders in Annam they had much better withdraw from the country altogether. They are not wanted there; the mandarins are wiped out, and therefore need no further protection; and if they elect to remain and avenge the slaughtered Christians they should do so effectively and not leave General de Courcier to struggle against overwhelming odds with his hands tied.

The German grabber Nodules, Captain Reiter, left Nagasaki for Yokohama on the 2nd inst. The following additional subscription to the Kwangtung Inundation Relief Fund has been received:—Additional Service Lodge 1841—\$55.

The Agent informs us that the Austro-Hungarian Lloyd's steamer *Orion*, from Trieste, left Singapore for this port on the afternoon of the 13th inst.

The Agent informs us that the Messageries Maritimes steamer *Djennah*, with the next outward French mail, left Saigon at 1 a.m. on Sunday for this port.

We note by a Sydney telegram in a Queensland paper that all hope of the safety of the German liner *Prinzess Alice*, bound out to Australia, has been given up in that city, where it is feared that the vessel and her crew must have perished.

Assistant-Paymaster Hughes, of the British contingent *Cleopatra*, died at the Government Hospital, Nagasaki, from the effects of typhoid fever, on the 12th inst. He was a native of London, and was buried in the Foreign Cemetery at that port on the afternoon of the 22nd inst.

The *Orpheus* Nippo has the following very doubtful story:—"It is reported that the cholera epidemic at Nagasaki originated with a Japanese sailor who contracted the disease from a patient on board the British liner *Prinzess Alice* in the harbor. We also hear that many of the cases are attributed to eating large quantities of water melons."

Admiral Fong, of the Chinese navy, arrived in Hongkong on Saturday afternoon by the *Guangdong*, from Boats *Tigra*, where he had been inspecting the fleet and garrisons. Yesterday afternoon he went to Chinese Koroon to inspect the small forts lately erected there and the soldiers in garrison. He will have leave for *Swatow*, to the 13th inst., to make an inspection of the newly-constructed forts at that port.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

An inquest was opened at the Mortuary yesterday morning on the body of a West Indian man named Henry McNeil, who died suddenly on the 10th inst. from an extraordinary cause. The body was viewed and the inquest was then adjourned to the 17th inst. On arrival there, however, the evidence was not forthcoming, and the inquest was adjourned to this morning.

Another fearful tragedy has been perpetrated by natives of the coast of New Guinea. The *Ketch Lalla Rookh*, which arrived in Townsville on the 24th ultimo, brought tidings of the massacre of the captain and carpenter and four crewed men, part of the crew of the *Ketch*. The captain, whose name was Eric, was also owner of the *Ketch*, which was employed in fishing, and the murders appear to have been entirely unprovoked. The natives plundered the vessel of everything movable.

The charge of obstructing the police in the execution of their duty in connection with the Temperance Hall shooting case on Friday evening, made against Mr. Lyons, the manager of the building, was withdrawn on Saturday. It was intimated that during the past few days it had been found that he would not then proceed with the case, but would see the Captain Superintendent of Police first. The case against the man Williams, who claimed the revolver, will be rendered for the production of further evidence, to render the case more complete.

Referring to the recent deaths on board the United States corvette *Albatross*, the *Hong Kong* says that there is abundant reason for the opinion that the sickness on board was not cholera, and adds:—"We are informed on good authority that during the past few days the crew of the *Albatross* has been suffering from dysentery contracted while the vessel was stationed in China. The deaths—five in all—occurred among invalids who were lying in bed. This is in itself a proof that they had not cholera, which quickly runs its course, and we are told, also, that the remainder of the patients are now in a fair way to recover their health."

The *Times* of India, writing on the attack on the French garrison at Hue and the recent capture of the city, says:—"The French have never taken glory to the non-battle work of administering conquered countries, which require sacrifices to be made in order that they may be retained. The ease with which they retook Hue out of Southern Annam, and their departure from America in earlier times, to say nothing of their aberrations in Mexico in later days, and their present performance in Madagascar, bear witness to the fact that the French are never sincere in building up a permanent colonial empire. It may even happen that some such incident as the revolt at Hue or the massacre in Annam will force them to withdraw altogether from the East."

The new O. & S. S. Co's steamer *Garland*, which is to replace the *Arctic* on the San Francisco line, arrived at this port on the 13th inst. She is a fine vessel, and is expected to carry a cargo of coal to the Cape of Good Hope. She made the passage in 37 days, her average steam being just twelve knots, and her best record for any time being a trial run of thirteen knots. The vessel is of a similar type to the other steamers of the White Star line, with which this colony has been familiar, and which may be seen noted as among the shipwrecked craft in the harbor. Like the others, she has four masts, and can carry a spread of canvas which would be of real service in case of a breakdown of the engines, a remedy which is not available on the other engines which can be disconnected and worked separately. The hull is of mild steel, and is divided into eight watertight compartments with patent doors. She is supplied with steam-reserve gear of great power, and has a powerful Thompson's patent compass and sounding apparatus. The vessel is 420 feet long, has 42 feet beam, and 39 feet 6 inches depth, and her registered tonnage is 3,500. She was built and equipped by Messrs. Harland and Wolff, Belfast. The vessel is fitted up with every improvement both for the working of the ship, loading and discharging cargo, and for the accommodation of her crew. Her passenger accommodation and the officers' berths are amidships, the saloons, &c., being built on the upper deck, and the state rooms, bedrooms, &c., beneath them on the main deck, all in the most comfortable and convenient manner, and thoroughly well lighted and ventilated. The main saloon is constructed to seat 60 at table, and it is furnished and decorated with the greatest taste and luxury. The parlors are also very comfortable, and are fitted with the latest electric apparatus, which generates cold air of a temperature considerably below zero. Altogether the passenger accommodation is equal to that of a first-class liner, and the vessel is so far as weather will permit, will be one of the greatest comfort. The *Garland*, which will follow the *Arctic*, is exactly similar in all respects to the latter, and will be equally comfortable and convenient. The vessel will be commanded by the officers of which will exchange with the *Arctic*, and go home again in the latter vessel.

The German grabber Nodules, Captain Reiter, left Nagasaki for Yokohama on the 2nd inst.

The following additional subscription to the Kwangtung Inundation Relief Fund has been received:—Additional Service Lodge 1841—\$55.

The Agent informs us that the Austro-Hungarian Lloyd's steamer *Orion*, from Trieste, left Singapore for this port on the afternoon of the 13th inst.

The Agent informs us that the Messageries Maritimes steamer *Djennah*, with the next outward French mail, left Saigon at 1 a.m. on Sunday for this port.

We note by a Sydney telegram in a Queensland paper that all hope of the safety of the German liner *Prinzess Alice*, bound out to Australia, has been given up in that city, where it is feared that the vessel and her crew must have perished.

Assistant-Paymaster Hughes, of the British contingent *Cleopatra*, died at the Government Hospital, Nagasaki, from the effects of typhoid fever, on the 12th inst. He was a native of London, and was buried in the Foreign Cemetery at that port on the afternoon of the 22nd inst.

The *Orpheus* Nippo has the following very doubtful story:—"It is reported that the cholera epidemic at Nagasaki originated with a Japanese sailor who contracted the disease from a patient on board the British liner *Prinzess Alice* in the harbor. We also hear that many of the cases are attributed to eating large quantities of water melons."

Admiral Fong, of the Chinese navy, arrived in Hongkong on Saturday afternoon by the *Guangdong*, from Boats *Tigra*, where he had been inspecting the fleet and garrisons. Yesterday afternoon he went to Chinese Koroon to inspect the small forts lately erected there and the soldiers in garrison. He will have leave for *Swatow*, to the 13th inst., to make an inspection of the newly-constructed forts at that port.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

An inquest was opened at the Mortuary yesterday morning on the body of a West Indian man named Henry McNeil, who died suddenly on the 10th inst. from an extraordinary cause. The body was viewed and the inquest was then adjourned to the 17th inst. On arrival there, however, the evidence was not forthcoming, and the inquest was adjourned to this morning.

Another fearful tragedy has been perpetrated by natives of the coast of New Guinea. The *Ketch Lalla Rookh*, which arrived in Townsville on the 24th ultimo, brought tidings of the massacre of the captain and carpenter and four crewed men, part of the crew of the *Ketch*. The captain, whose name was Eric, was also owner of the *Ketch*, which was employed in fishing, and the murders appear to have been entirely unprovoked. The natives plundered the vessel of everything movable.

The charge of obstructing the police in the execution of their duty in connection with the Temperance Hall shooting case on Friday evening, made against Mr. Lyons, the manager of the building, was withdrawn on Saturday. It was intimated that during the past few days it had been found that he would not then proceed with the case, but would see the Captain Superintendent of Police first. The case against the man Williams, who claimed the revolver, will be rendered for the production of further evidence, to render the case more complete.

Referring to the recent deaths on board the United States corvette *Albatross*, the *Hong Kong* says that there is abundant reason for the opinion that the sickness on board was not cholera, and adds:—"We are informed on good authority that during the past few days the crew of the *Albatross* has been suffering from dysentery contracted while the vessel was stationed in China. The deaths—five in all—occurred among invalids who were lying in bed. This is in itself a proof that they had not cholera, which quickly runs its course, and we are told, also, that the remainder of the patients are now in a fair way to recover their health."

The *Times* of India, writing on the attack on the French garrison at Hue and the recent capture of the city, says:—"The French have never taken glory to the non-battle work of administering conquered countries, which require sacrifices to be made in order that they may be retained. The ease with which they retook Hue out of Southern Annam, and their departure from America in earlier times, to say nothing of their aberrations in Mexico in later days, and their present performance in Madagascar, bear witness to the fact that the French are never sincere in building up a permanent colonial empire. It may even happen that some such incident as the revolt at Hue or the massacre in Annam will force them to withdraw altogether from the East."

The new O. & S. S. Co's steamer *Garland*, which is to replace the *Arctic* on the San Francisco line, arrived at this port on the 13th inst. She is a fine vessel, and is expected to carry a cargo of coal to the Cape of Good Hope. She made the passage in 37 days, her average steam being just twelve knots, and her best record for any time being a trial run of thirteen knots. The vessel is of a similar type to the other steamers of the White Star line, with which this colony has been familiar, and which may be seen noted as among the shipwrecked craft in the harbor. Like the others, she has four masts, and can carry a spread of canvas which would be of real service in case of a breakdown of the engines, a remedy which is not available on the other engines which can be disconnected and worked separately. The hull is of mild steel, and is divided into eight watertight compartments with patent doors. She is supplied with steam-reserve gear of great power, and has a powerful Thompson's patent compass and sounding apparatus. The vessel is 420 feet long, has 42 feet beam, and 39 feet 6 inches depth, and her registered tonnage is 3,500. She was built and equipped by Messrs. Harland and Wolff, Belfast. The vessel is fitted up with every improvement both for the working of the ship, loading and discharging cargo, and for the accommodation of her crew. Her passenger accommodation and the officers' berths are amidships, the saloons, &c., being built on the upper deck, and the state rooms, bedrooms, &c., beneath them on the main deck, all in the most comfortable and convenient manner, and thoroughly well lighted and ventilated. The main saloon is constructed to seat 60 at table, and it is furnished and decorated with the greatest taste and luxury. The parlors are also very comfortable, and are fitted with the latest electric apparatus, which generates cold air of a temperature considerably below zero. Altogether the passenger accommodation is equal to that of a first-class liner, and the vessel is so far as weather will permit, will be one of the greatest comfort. The *Garland*, which will follow the *Arctic*, is exactly similar in all respects to the latter, and will be equally comfortable and convenient. The vessel will be commanded by the officers of which will exchange with the *Arctic*, and go home again in the latter vessel.

The German grabber Nodules, Captain Reiter, left Nagasaki for Yokohama on the 2nd inst.

The following additional subscription to the Kwangtung Inundation Relief Fund has been received:—Additional Service Lodge 1841—\$55.

The Agent informs us that the Austro-Hungarian Lloyd's steamer *Orion*, from Trieste, left Singapore for this port on the afternoon of the 13th inst.

The Agent informs us that the Messageries Maritimes steamer *Djennah*, with the next outward French mail, left Saigon at 1 a.m. on Sunday for this port.

We note by a Sydney telegram in a Queensland paper that all hope of the safety of the German liner *Prinzess Alice*, bound out to Australia, has been given up in that city, where it is feared that the vessel and her crew must have perished.

Assistant-Paymaster Hughes, of the British contingent *Cleopatra*, died at the Government Hospital, Nagasaki, from the effects of typhoid fever, on the 12th inst. He was a native of London, and was buried in the Foreign Cemetery at that port on the afternoon of the 22nd inst.

The *Orpheus* Nippo has the following very doubtful story:—"It is reported that the cholera epidemic at Nagasaki originated with a Japanese sailor who contracted the disease from a patient on board the British liner *Prinzess Alice* in the harbor. We also hear that many of the cases are attributed to eating large quantities of water melons."

Admiral Fong, of the Chinese navy, arrived in Hongkong on Saturday afternoon by the *Guangdong*, from Boats *Tigra*, where he had been inspecting the fleet and garrisons. Yesterday afternoon he went to Chinese Koroon to inspect the small forts lately erected there and the soldiers in garrison. He will have leave for *Swatow*, to the 13th inst., to make an inspection of the newly-constructed forts at that port.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

and by competent Chinese trained in the foreign hospitals. It is also in the plans of the Committee to buy and distribute a supply of native medicine, which is in great demand for the coming in response to this appeal, the practical people to procure materials for rebuilding houses will be considered.

The Committee would urge that, whilst the Chinese on behalf of whom this appeal is made are among the poorest, they are also some of the most industrious and peaceable people to be found in the province. Wrecked from sympathy of the benevolence, which it is hoped will not fail to awaken a fitting response.

Contributions may be sent either into the Hongkong and Shanghai Banking Corporation or sent to the undersigned.
For the Committee,
J. H. STUART-LOCKHART,
14, Queen's Road, 14th September, 1896.

"BOCCACCIO."
The following is a sketch of the argument of Voltaire's opera "Boccaccio," which will be performed at the Theatre Royal, City Hall, this evening.

Pietro, the Prince of Palermo, goes to Florence in accordance with the wishes of his father to marry Fiametta, the daughter of the Duke of Tuscany. Fiametta, who is a child, had been seduced by Lorenzo, a grocer, who does not love her to be reared in this humble manner for reasons of his own, intending to wed her to Pietro, to whom she had been in infancy betrothed. On his wedding day, however, he is discovered by the Duke of Tuscany, who is enraged to find that his daughter has been so treated. He orders Pietro to be executed, and Fiametta to be banished. Pietro is mistaken for Boccaccio, and is severely beaten by the Duke's men. As Pietro is about to be executed, he is rescued by Lorenzo, who is now a rich man, and who has been seduced by Fiametta. Pietro is mistaken for Boccaccio, and is severely beaten by the Duke's men. As Pietro is about to be executed, he is rescued by Lorenzo, who is now a rich man, and who has been seduced by Fiametta.

The *Times* of India, writing on the attack on the French garrison at Hue and the recent capture of the city, says:—"The French have never taken glory to the non-battle work of administering conquered countries, which require sacrifices to be made in order that they may be retained. The ease with which they retook Hue out of Southern Annam, and their departure from America in earlier times, to say nothing of their aberrations in Mexico in later days, and their present performance in Madagascar, bear witness to the fact that the French are never sincere in building up a permanent colonial empire. It may even happen that some such incident as the revolt at Hue or the massacre in Annam will force them to withdraw altogether from the East."

The new O. & S. S. Co's steamer *Garland*, which is to replace the *Arctic* on the San Francisco line, arrived at this port on the 13th inst. She is a fine vessel, and is expected to carry a cargo of coal to the Cape of Good Hope. She made the passage in 37 days, her average steam being just twelve knots, and her best record for any time being a trial run of thirteen knots. The vessel is of a similar type to the other steamers of the White Star line, with which this colony has been familiar, and which may be seen noted as among the shipwrecked craft in the harbor. Like the others, she has four masts, and can carry a spread of canvas which would be of real service in case of a breakdown of the engines, a remedy which is not available on the other engines which can be disconnected and worked separately. The hull is of mild steel, and is divided into eight watertight compartments with patent doors. She is supplied with steam-reserve gear of great power, and has a powerful Thompson's patent compass and sounding apparatus. The vessel is 420 feet long, has 42 feet beam, and 39 feet 6 inches depth, and her registered tonnage is 3,500. She was built and equipped by Messrs. Harland and Wolff, Belfast. The vessel is fitted up with every improvement both for the working of the ship, loading and discharging cargo, and for the accommodation of her crew. Her passenger accommodation and the officers' berths are amidships, the saloons, &c., being built on the upper deck, and the state rooms, bedrooms, &c., beneath them on the main deck, all in the most comfortable and convenient manner, and thoroughly well lighted and ventilated. The main saloon is constructed to seat 60 at table, and it is furnished and decorated with the greatest taste and luxury. The parlors are also very comfortable, and are fitted with the latest electric apparatus, which generates cold air of a temperature considerably below zero. Altogether the passenger accommodation is equal to that of a first-class liner, and the vessel is so far as weather will permit, will be one of the greatest comfort. The *Garland*, which will follow the *Arctic*, is exactly similar in all respects to the latter, and will be equally comfortable and convenient. The vessel will be commanded by the officers of which will exchange with the *Arctic*, and go home again in the latter vessel.

The German grabber Nodules, Captain Reiter, left Nagasaki for Yokohama on the 2nd inst.

The following additional subscription to the Kwangtung Inundation Relief Fund has been received:—Additional Service Lodge 1841—\$55.

The Agent informs us that the Austro-Hungarian Lloyd's steamer *Orion*, from Trieste, left Singapore for this port on the afternoon of the 13th inst.

The Agent informs us that the Messageries Maritimes steamer *Djennah*, with the next outward French mail, left Saigon at 1 a.m. on Sunday for this port.

We note by a Sydney telegram in a Queensland paper that all hope of the safety of the German liner *Prinzess Alice*, bound out to Australia, has been given up in that city, where it is feared that the vessel and her crew must have perished.

Assistant-Paymaster Hughes, of the British contingent *Cleopatra*, died at the Government Hospital, Nagasaki, from the effects of typhoid fever, on the 12th inst. He was a native of London, and was buried in the Foreign Cemetery at that port on the afternoon of the 22nd inst.

The *Orpheus* Nippo has the following very doubtful story:—"It is reported that the cholera epidemic at Nagasaki originated with a Japanese sailor who contracted the disease from a patient on board the British liner *Prinzess Alice* in the harbor. We also hear that many of the cases are attributed to eating large quantities of water melons."

Admiral Fong, of the Chinese navy, arrived in Hongkong on Saturday afternoon by the *Guangdong*, from Boats *Tigra*, where he had been inspecting the fleet and garrisons. Yesterday afternoon he went to Chinese Koroon to inspect the small forts lately erected there and the soldiers in garrison. He will have leave for *Swatow*, to the 13th inst., to make an inspection of the newly-constructed forts at that port.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

The *B. and A. S. Co's* steamer *Arctic*, which arrived here from Sydney, *Arctic*, yesterday morning, made a very smart run up from Port Darwin, doing the distance in eight days and fifteen hours, a daily steaming average of close upon twelve knots. The vessel was remarkably well supplied with provisions, and would have made out of the fastest trips on record but for a long detention at Port Darwin.

MARINE COURT.

September 14th.
BEFORE COMMANDER H. M. RUSSET, R.N.

MURKINS FERRIES.
Thomas McDonald, John Adamson, and Maurice Bulger, from the British steamer *Braceland*, were brought before the court charged by Capt. Edward Weddall, the master of that vessel, with having been drunk and disorderly on board, and assaulting the second and third officers of the ship on the 5th inst.

This case was before the court a week before, but on account of the steamer going away to Swatow, it was remanded to await her return. For the evidence of the captain and the officers, the ship's log returned, the case was now proceeded with.

Capt. Weddall stated that on the 5th inst. his vessel was ready for sea, and while he was ashore he observed that the men were lying on the deck, and that the second officer was being assaulted. He then went on board, and found the second officer being assaulted. He then went on board, and found the second officer being assaulted. He then went on board, and found the second officer being assaulted.

The second officer, who was being assaulted, was brought before the court. He was charged with having been drunk and disorderly on board, and assaulting the second officer of the ship on the 5th inst.

The second officer, who was being assaulted, was brought before the court. He was charged with having been drunk and disorderly on board, and assaulting the second officer of the ship on the 5th inst.

The second officer, who was being assaulted, was brought before the court. He was charged with having been drunk and disorderly on board, and assaulting the second officer of the ship on the 5th inst.

The second officer, who was being assaulted, was brought before the court. He was charged with having been drunk and disorderly on board, and assaulting the second officer of the ship on the 5th inst.

The second officer, who was being assaulted, was brought before the court. He was charged with having been drunk and disorderly on board, and assaulting the second officer of the ship on the 5th inst.

The second officer, who was being assaulted, was brought before the court. He was charged with having been drunk and disorderly on board, and assaulting the second officer of the ship on the 5th inst.

